

CAN ANY CAR, AT ANY PRICE *Equal This Performance?*

The following records made in a stock car (chassis and body) under official observation and certification by O. M. Wells, Chief Roadman of The Automobile Club of America, clearly establish, we believe, the supremacy of the Lexington Minute Man Six. The records in question cover the four vital points in motor car performance.

POWER ON HILLS

Snake Hill

(Brooklyn)

Standing start, high gear, finished at top at 60 miles an hour. Also all the way up this hill at less than 3 miles an hour on high gear, with 5 passengers, 4 men walking alongside car and making circles around it.

Miller Avenue Hill

(Brooklyn)

in high gear, reached top at 41½ miles an hour.

Dyckman Hill

(New Jersey)

From standing start, high gear, with 5 passengers, going over top at 22 miles an hour. Same hill negotiated in high gear with 5 passengers all the way with speed not exceeding 10 miles an hour.

Fort Lee Hill

(New Jersey)

With standing start, in high gear, 5 pas-

senger load, went over top at 42 miles an hour, nearly upsetting car in taking last sharp curve at this speed.

Eagle Rock

(New Jersey)

Two passengers, starting on high, went over top at 32 miles an hour. With 5 passengers, starting on high, went over top at 30 miles an hour. With 7 passengers, total weight 1,280 pounds, went

over top at 24 miles an hour. With 9 passengers, 2 standing on running board, went over top at 24 miles an hour.

Fort George Hill

(Manhattan)

From standing start, in high gear, 5 passengers, reached top at 25 miles an hour. Another test with 5 passengers showed speed of less than 10 miles an hour from bottom to top.

SPEED ON STRAIGHTAWAY

On Motor Parkway, Long Island, same car, without changing carburetor adjustment, reached maximum of 77 miles an hour by speedometer that, according to report from Stewart Company, manufacturers, was 1½ miles slow at 60 miles an hour, indicating that actual speed of more than 78½ miles an hour was attained. A measured mile was covered in 56 seconds.

ACCELERATION

From one to sixty miles an hour in a distance of 800 feet, all the way in high gear.

GASOLINE ECONOMY

The same car, without changing carburetor adjustment, ran 23.1 miles on one gallon of gasoline. Standard test gasoline was used, the gas tank being filled from a roadside fuel pump.

The foregoing tests were conducted in a stock model Lexington car equipped with an Ansted motor, manufactured by the Lexington Motor Co., this being the motor that won first and second places in the free-for-all Pike's Peak Hill Climb in September, 1920. Each and every record above set forth is covered by the sworn statement of the official observer, on file with the undersigned company, available for inspection by the public upon request. So far as we know and be-

lieve, this is the first presentation that any motor car concern has ever made of its combination records on the four vital points covered. As the majority of automobile owners well know, a car may be geared down for hill work or geared up for speed, but a combination of speed and power to the extent herein recorded is truly phenomenal. The gasoline economy record, taken in conjunction with the foregoing feats on hills and the straightaway, in our opinion, surpasses all records heretofore made and will, we believe, stand for many years to come.

LEXINGTON MOTOR CAR COMPANY OF N. Y.

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